

BLUE SIDE UP!



The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CJP

LL10 Avgas 100LL
\$3.97/gal.

Aircraft Rates

C172SP = \$96.90
C172S = \$91.90
C182S = \$115.79

Aircraft Hours Flown Cumul.:

Jan. 2015 - April. 2015
884BC 69.8 hrs.
983SP 59.7 hrs.
415RC 45.7 hrs.
TOTAL 175.2 hrs

Join us for our next
meeting **Tues., May 5th**
at 5pm. Business meeting
at 7:30pm.

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, March 3rd, 2015 at Naper Aero. The President called the meeting to order at 7:29 pm.

The list of Attendee's is provided on page 2, left column.

The minutes from the last meeting were published in the newsletter. Questions and comments were solicited but none received. A motion was made to accept the minutes and seconded. The minutes were accepted as published.

The Treasurer's report was reviewed for the members. The total flying time was 83 hours on 3 planes with 2.3 hours club time. We had \$8,895.32 in receipts.. A total of \$3,667.24 was paid in bills. Cash in the bank is \$37,188.68. We had \$791.00 in fuel away credits. We have a loan balance of \$148,165.00 see details below. The fuel price will be reduced to \$3.96 per gallon effective April 1st.

Questions and comments for the Treasurer were solicited but none received. A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was accepted.

The aircraft reports were heard followed by old business, new business, and safety. Please see details in the following sections.

The meeting adjourned at 8:28 pm.

Attendees:

Doug Beck
 Jim Krzyzewski
 Jack Lindquist
 Don Leonard
 James Robertson
 Mel Finzer
 Kevin Kanarski
 John Wrycza
 Kris Queen
 Hubert Elsen
 Nick Davis
 Gerry Miskowicz
 Joshua Jones
 Don Patterson
 Ray Kvietkus
 Greg VanDenHam
 David Vaught
 Walt Slazyk
 Val Vlazny
 Gevin Cross
 Chuck Jaudes
 Josh Krecek
 JP Balakrishnan

Guests:

Daniel Vargas

Social:

Bradley Swanson

What's Up...?

Not a whole lot.

Old Business

New battery was installed in 983SP. A discussion took place about purchasing a battery maintainer for this plane first followed by the rest. Long term this should save us money.

John and Josh will propose something to the board regarding this.

Training classes for 4BC have been held but we need to have an IFR session next.

New Business

The engine rebuild fund is getting very low due to our burn rate on maintenance costs as of late.

The annual for 4BC won't be needed until June. A decision was made to push it out until its needed rather than do it early. The 100 hr fuel line inspection is needed for all 172's especially since we are flying them so much.

We discussed the grill situation with Bradley. It seems our old grill has seen better days. Bradley is going to try using the clubs old charcoal grill rather than spending money on a new gas grill. Lets see how this goes.

884BC needs an engine cover. We decided to hold this until Fall and worry about it then.

Safety:

Lean assist in G1000, Ray suggests we just lean as we have been doing because our club runs planes well past TBO. Set the burn to 9GHP and be happy.

Membership:

Danny Vargas is here tonight and hopes to join in the next few months as a student pilot. He has flown 1 hr. in a Cessna and another hour in a helicopter.

A comment was made regarding our new G1000 172 and the rental rate at A&M at Clow. They rent theirs for \$162.00 per hour which is nearly \$65.00 per hour more than we rent 884BC for. Ours includes insurance for the pilot; you get none with A&M.

Marketing:

No activity.

Accomplishments:

None.

Seen on the web:

Aviation Photos Needed:

What are you flying? Send me a picture or two for the newsletter. Club planes count too! Write a little blurb on the last place you flew to lunch and we'll publish it. I **really** could use some flying pictures.

Photo credit: John Wrycza

Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. Bring in a dessert or beverage to share with your club members to celebrate your achievement. If it's during the summer months coordinate with the grill master.

Flying Hours:

March Aircraft Report

	884BC	983SP	415RC
FLYING	36.6	36.6	9.8
TACH	1215.8	4040.6	4739.6
TBO	2000	2000	2000
TMOH	784.2	79.2	1306.0
CLUB	1.0	0.0	1.3
*GAL/HR.	10.2	10.2	12.3

February Aircraft Report

	884BC	983SP	415RC
FLYING	13.2	1.2	0.0
TACH	1179.2	4004.0	4727.8
TBO	2000	2000	2000
TMOH	820.8	115.8	1317.8
CLUB	0.9	0.1	0.0
*GAL/HR.	10.2	10.2	12.3

January Aircraft Report

	388ES	983SP	415RC
FLYING	20.0	11.4	21.8
TACH	1166.0	4002.8	4727.8
TBO	2000	2000	2000
TMOH	834.0	117.0	1317.8
CLUB	9.7	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

TBO - engine time between overhauls
 TMOH - engine time to major overhaul
 * Gallons per hour is *estimated*

Aircraft Reports:

N884BC

1. The airplane may be slightly out of rig to the left.
2. Idle is a little low.
3. The backup battery is questionable if checked by watch.
4. About 10 hours until the next oil change.
5. Intermittent CO detector.
6. The fuel sender X's out the display in turbulence.
7. Tag is missing on the fire extinguisher.

The plan is to have the annual inspection done this summer.

This plane is heavier than 388ES was, so pilots be wary of this operating fully loaded in the summertime.

No other issues reported.

N983SP

1. In annual inspection now and having both leading edges replaced and repainted. See pictures. Due back the 17th of April.
 2. Nose tire was changed. CMO reports about 3 tires per year per aircraft.
 3. The fuel placards were replaced, ELT batter replaced, brake pads, spark plugs, electrical contactor, and gascolator o rings replaced.
- The plan is to send in 983SP after 415RC annual is completed at travel express.

No other problems were reported, flies well.

N415RC

1. During the annual a cable was reported fixed to prevent its chafing on the cowl. The left main gear tire was replaced, the co-pilots toe brake linkage was rebuilt to take the play out, radio lights were fixed, the rheostats for the dimmers were cleaned, the trim fixed on the co-pilots side, EGT fixed, the tail cone was patched, spark plugs replaced, prop governor leak repaired, and the manifold check valve for the vacuum pump replaced.

Kris described his incident that damaged the propeller on the plane. We discussed this event at some length and what to do in situations like this one. We all should remember to be vigilant on landings cause things can change very quickly.

Only put quarts of oil in 415RC; No ½ quarts.

No other problems were reported, airplane flies well.

March 2015 Treasurer's Report

Cash

Chase Checking	17,075.74
Chase Savings	20,112.94
Total	\$37,188.68

Payments

Falcon / A&M	3SP Battery & Tire inner tube	684.66
Naper Aero	Fuel and Fees - February	1,545.46
Sporty's	Oil & Filters	222.50
TEAM	4BC AD - Fuel line	104.41
Volartek	Loan Payment	1,110.21
Falcon / A&M	3SP Battery & Tire inner tube	684.66

Total	\$3,667.24
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Reserves

INSURANCE (\$1800/ mo)	-4,100.00
ANNUALS (\$1000/ mo)	-17,200.00
LL10 DUES (\$350/ mo)	-2,100.00
INACTIVE MEMBER	-11,976.72
ENG OVRHL 3SP/4BC(\$750/mo)	-24,500.00
CREDIT BALANCE MEMBER	-10,700.00
EQUIP UPGRADES	0.00
4BC ACQUISITION EXP-Tax	-2,000.00

Reserves net	-35,388
Reserve Increase/(Decrease)	5,228

Loan

INTEREST PAID @ 6.0%	745.00
PRINCIPAL PAID	920.00
AIRCRAFT LOAN Balance	\$148,165

Receipts

Dues & Flying	8,893.19
Equity	
Bank Interest	2.13

Total	\$8,895.32
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Credits To Members

Fuel Away	791.86
Work Night	17.43
4BC keys	58.99
4BC Retrieval	45.85
Loan Payment	555.10

Total	\$1,469.23
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This Month's Photo Corner



Wing tip on 3SP



New skin on 3SP before paint.

Operational & Safety Reminders

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

Beware of TFR's: Presidential and stadium (Joliet Speedway & Dekalb Univ.).

Windshield cleaning: Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.

Preflight inspection: Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.

Tire pressure: Check pressure visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.

Engine oil: Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine.

Nose strut: NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.

Bald tires: Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.

Closing airplane doors: Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).

Ground-lean after engine start: Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.

Runways and patterns at LL10: The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.

Parking at the fuel pumps: Please be courteous to others. Don't park at the pumps for an extended period of time.

Tow bars: Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, man up and report it to the plane captain, maintenance office or a board member right away. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in service ASAP. Thank you.

BFC
P.O. Box 2631
Naperville, IL 60567

About Our Organization:

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The Club has 45 equity members sharing three planes:

1. Cessna 172SP N983SP
2. Cessna 172S N884BC
3. Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721 ¹
Michael Pastore	630-606-3692 * ¹
Eric Popper	630-841-3065 *

* These instructors offer limited training

¹ Available for club checkouts and BFR's

Chief Maintenance Officer:

John Wrycza	630-697-3559
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Plane Captains:

N884BC	Don Patterson	815-436-5771
N983SP	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065

Quartermaster/VP:

Jim Krzyzewski